



# INSURV BYTES!

*News for Steering you Toward Success!*

**WELCOME!** We at INSURV are launching our maiden voyage to publish a more light-hearted, fun-to-read, electronic newsletter with tips and tidbits from all aspects of the inspection process! **WAIT!** Just because it says INSURV doesn't mean it's bad! On the contrary! Each month we will provide tips from the deck plates, highlights of successful inspections and good things happening in the Fleet in relation to inspections or trials. We will provide expert advice from the inspectors and a column called "Advice from a Crusty Old Salt" which will be past experiences, humorous stories, or just some great advice to the younger sailors from the guys who have been around for a while! Read through it, share it with your shipmates, and let us know what you think!

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## Celebrating Victories!

Conrad Hedderich, Common  
Assessment Coordinator

Navy ship Tanks and Voids (T&V) are obviously critical to ship mission and safety. T&Vs are also one of the most costly ship systems to maintain. Additionally, their maintenance is usually on the critical path to completing CNO Availability on time.

In 2013, INSURV Material Inspections and Audits found the ship T&V maintenance assessment process to be in compliance, that is, the Navy maintenance community knew the material condition of their T&Vs – or – knew what they did not know.

Accordingly, this year, INSURV will no longer request any T&Vs be opened for inspection. INSURV will "link" its inspection to the conditional data already contained in the Corrosion Control Information Management

System (CCIMS). This will save the ship precious time and the Navy precious maintenance dollars. With the condition assessment process under control, INSURV will now shift its audit focus to determining whether the condition-based maintenance (e.g., replace sacrificial anodes, blast and paint, level 2 structural inspection, etc.) is getting executed in accordance with codified protocols.

In celebration, we should learn from our successes and replicate them. In SEAPOW Magazine, VADM Hilarides (Commander, Naval Sea Systems Command) was quoted as saying, that our Navy is "... finally starting to see the end of the tunnel on tanks and voids." And INSURV can prove it. If we can maintain T&Vs this well, we should know how to maintain other systems as well.

If you would like to read more! **NAVSEA Commander: Shipbuilding 'Going Pretty Well,' Repair Looking Up**  
Richard R. Burgess, Seapower Magazine, July 17: <http://www.seapowermagazine.org/stories/20140717-hilarides.html>

Download an INSURV Handbook:

<http://www.public.navy.mil/fltfor/insurv/> -> Inspection Resources -> Getting Started -> INSURV Handbook (far right)

Need EXTRA Handbooks mailed to you? Contact us at: [INSURV LTLC Communication Operations@navy.mil](mailto:INSURV_LTLC_Communication_Operations@navy.mil)  
Include the number of Handbooks you want, your Name, Title, Ship's Name and Hull Number and Mailing Address.



Team-

I have been blessed to serve as President, Board of Inspection and Survey for almost a year now. In that time, I have seen an extraordinary capable fleet as well as many ships that will help drive our great Navy's future. My team has tried to create a smarter inspection: Underway on Tuesdays vice Mondays. Underway at 0700 vice 0400 and done by 2200, three days vices five but with the same amount of data collected. For my team, it is all about the data. Some think we like to torture ships but we don't believe we are torturing you; we are evaluating known SOEs that should be at a Navy standard. We are here to collect data that we hope will derive fleet trends, making a stronger and smarter Navy. I recently sent a message to the Fleet called "Some Plain Talk about INSURV." I encourage you to read this message on the INSURV portal and ask questions. As always, you can write or call me. My phone number is 757-462-7006 and email is [Jeffrey.harley@navy.mil](mailto:Jeffrey.harley@navy.mil).

V/r,

Jeff Harley

**Did you know? KHAKI** - Originated in 1845 in India where British soldiers soaked white uniforms in mud, coffee, and curry powder to blend in with the landscape. Khakis made their debut in the U.S. Navy in 1912 when they were worn by naval aviators, and were adopted for submarines in 1931. In 1941 the Navy approved khakis for on-station wear by senior officers and soon after Pearl Harbor chiefs and officers were authorized to wear khakis ashore on liberty.

## IT'S ALL ABOUT THE DECK!

### Deck Seamanship

By LCDR Ed Quinones, USN  
Board of Inspection and Survey

As we travel to all the Fleet Concentration Areas (FCA) conducting inspections, we get asked a lot of questions about life preservers. Bottom line, follow your PMS. If there is any guidance in the PMS card that is not clear, ask your Chain of Command for assistance and if needed, submit a Technical Feedback Report (TFBR) to get the issue addressed properly. Typos or grammatical errors may occur in any PMS card. Those errors could be small or large and may confuse the maintenance man responsible for completing the PMS properly. In most cases, bringing the question to the Work Center Supervisor, LPO, or Chief will get you the answer. Keep in mind, that if you have a question about a particular PMS card, that question may exist across the fleet. Your TFBR may fix that problem, Fleet-wide!



Throughout the years, there have been many changes to life jacket PMS requirements. The most recent change was addressed in Naval Message DTG R 111807Z JUL 14 from NAVSURFWARCENDIV, PANAMA CITY FL. This change was due to the efforts between many stakeholders, valuable Fleet input, and the Technical Warrant Holder. The message is DC-PPE ISEA ADVISORY NOTICE 14-004, ABANDON SHIP LIFE PRESERVER and it addresses the commercial abandon ship life preservers. But first, some history of how this issue evolved!

Commercial abandon ship life preservers were approved by NAVSEA for use in 2001. These abandon ship life preservers are USCG approved, equipped with a distress marker light (DML), whistle, and a buddy line. From 2001 to 2010, the requirement for the lengths of the cords for attaching the DML and whistle was 36 inches and 48 inches for the buddy line. Based on fleet input, in 2010, the requirement for the finished lengths of the DML and whistle cords were changed to 46-50 inches and 44-50 inches for the buddy line to provide a range of acceptable lengths and commonality for the accessory cord lengths. The abandon ship PMS and the abandon ship life preserver commercial item description was changed to reflect the above requirements. (...continued on page 3)

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Based on recent Fleet feedback, it was determined that some recently procured Mustang Survival abandon ship life preservers did not meet this new cord length requirement. Mustang Survival was notified by NAVSEA of this discrepancy and they have made corrections to future productions as of 01 MAR 2014. NAVSEA has requested that TYCOMs inform ships that have received new abandon ship life preservers since OCT 2013 with DML and whistle accessory cord lengths of 36 inches or greater and buddy line lengths of 44 inches or greater that they are not required to change the cords until the accessory cords need to be replaced. Once the accessory cord is replaced, then the life preserver accessory cord length needs to comply with PMS requirements of 46-50 inches from attachment point to attachment point for the DML and whistle and 44-50 inches for the buddy line.

NAVSEA is in the process of updating the PMS cards accordingly. Life jackets save lives and Deck Department needs to ensure their ship's life jackets are maintained IAW all directives. We see the hard work Deck Sailors do every day across the Fleet and this is only one area that is maintained, but it is vital to your shipmates' safety. As always if there are any questions about this article, preparations leading up to any upcoming INSURV Inspections, or if you need further amplification on any Deck System, please don't hesitate to send us an email. Use your Chain of Command as the answer may be right there within the lifelines, but we are here to help if needed. All INSURV guide sheets, references, and best practices can be found in <http://www.public.navy.mil/fltfor/insurv/pages/default.aspx>. You can also send your Deck related questions to [insurv\\_ltlc\\_deck@navy.mil](mailto:insurv_ltlc_deck@navy.mil). Continue to do the amazing things you do each day and Stay Safe!



## INSURV PLAIN TALK!

**It's all about the data!** Some think we live to torture ships. We don't think we torture you since we are evaluating a known Schedule of Events (SOE) to a Navy Standard. It's a virtuous cycle that we track quite closely down to the individual part level in some cases. Fleet trends are also reported to senior navy leadership and to Congress to assist in resourcing decisions. There is a great deal of focus on scores, as people are competitive by nature, but we have implemented a few scoring paradigm changes too! We offer transparency in our scoring model so you can decide where you want to focus your efforts in a world of competing requirements and resources. INSURV provides a Figure of Merit relative to other ships in your class recognizing there are differences in grades caused by when INSURV is scheduled in the ship's Fleet Readiness Plan cycle. We are now providing a "Ship's Capable Score" (i.e., what a ship is capable of scoring balanced against the resources provided) and not just the design score!

If you're wondering... "What can I do to get ready for INSURV?" INSURV inspections and TYCOM-led mid-cycle inspections should be taken more in stride with fewer rehearsals. We now have the ability to create an SOE that supports this because linkages have reduced the need to be in multiple places at the same time. INSURV SOEs are now easier to execute, and here are some things YOU can do:

- **Instill a culture of procedural compliance:** The INSURV MI is an open book exam based mainly on PMS. Do PMS the right way (step-by-step) and many other good things will follow.
- **Teach self-assessment:** Ensure things work to standard. If not, then document it! Only 26% of what we find is documented on the CSMP. Fewer CASREPs and a small CSMP may not be better. An accurate reflection of your ship is the best way to avoid surprises during your INSURV and be a better ship!
- **Prioritize:** INSURV is really about system of system integration and your ability to conduct warfighting missions of mobility, survival, cyber, communications, self-defense, weapons delivery, aviation, amphibious operations, etc.
- **Communicate:** Ask questions. Talk to us early and often. Share your experiences with your peers. It makes us all better.



LIKE US ON FACEBOOK! [HTTP://WWW.FACEBOOK.COM/OFFICIAL INSURV](http://www.facebook.com/official_insurv) (CHECKLISTS & REFERENCES)

[HTTP://WWW.YOUTUBE.COM/INSURVBOARD](http://www.youtube.com/insurvboard) (INSPECTION DEMONSTRATION VIDEOS)



# ADVICE FROM A CRUSTY OLD SALT!

## MAKE A LIST

Submitted by Captain David Owen, INSURV COS

**It was about 30 years ago while**, as an Ensign sitting in SWOS Division Officer School, when a very seasoned Captain with multiple successful command tours addressed my class one day. His words contained a lot of sage advice from years of experience, but one idea he conveyed stuck. This list was not intended to be things to accomplish or a "to do" list, but rather one of good ideas. Whenever you see something done well then write it down or remember it in order to use it to your advantage if ever presented with the same situation. It might be how a Sailor with a problem was helped by the chain of command or a policy that worked well and got the job done effectively. It also can be the leadership style of someone which you would like to emulate and adapt into your way of management.

What the Captain did not say that day and I learned quickly, is that a second list can prove to be even more effective. This one is the opposite of the first and focuses on things that were done poorly and which you never want to repeat. It's the classic "lessons learned" concept, which we unfortunately seem to repeat in a negative way over and over again. Guess you could say that many lessons are revisited or repeated vice learned. Regardless, this second list might contain things such as a policy which even though seemed to be good on paper failed in its execution. Another is a leader, maybe somebody you work for, conducting themselves in a manner which you for one never would want to do or be seen as. In either case, remember that your way or idea might not turn out to be the best one and there are plenty of others that have gone before you who have either excelled or fallen on their own sword that you gain wisdom from.

The bottom line is that you can always learn something from everybody whether it be something you like and want to add into your bag of tricks, or something bad that you never want to see happen again. So, keep a couple of lists either written down or mentally to help keep your career on a smooth path of fair winds and following seas vice getting tossed around from storm to storm.



*INSURV inspections measure Fleet material readiness. That knowledge drives funding, repairs and modernization, and the design and construction of new ships. INSURV is an inspection to show that your ship works, and that you know how to work it.*

**Did you know? DUNGAREES** - In 1901 regulations authorized the first use of denim jumpers and trousers, and the 1913 regulation originally permitted the dungaree outfit to be used by both officers and enlisted personnel with the hat of the day.

*Would YOU like to contribute to this newsletter? Do you have a story, a lesson learned, maybe a success you want to brag about? What about some good advice to share with your shipmates and the Fleet?*

*Let us know! We can take what you write or even help you write an article for inclusion in our next newsletter! We will be looking for articles going forward so don't be shy!*

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